

Appendix I

National Register Form

for the

Riseing Son Tavern Site

(formerly named the Stanton Hotel Site)

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Stanton Arms Hotel Site

and/or common The Hotel Lot 7NC-E-65

2. Location

street & number Intersection of Routes 7 and 4, southeast corner not for publication

city, town Stanton, Delaware vicinity of

state Delaware code county New Castle code

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input checked="" type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input checked="" type="checkbox"/> no	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other: gas station

4. Owner of Property

name State of Delaware and Exxon Corp., DBA Alert Oil Co.

street & number P. O. Box 8 P. O. Box 9498

city, town Bear, DE 19701 vicinity of Wilmington state DE 19810

5. Location of Legal Description

courthouse, registry of deeds, etc. Registrar of Deeds

street & number City-County Building

city, town Wilmington state DE

6. Representation in Existing Surveys

Phase I and II Archeological
title Investigations at Stanton has this property been determined eligible? yes ☒ noIntersection, New Castle County Delaware
date March 1983; Delaware Cultural Resource Survey, federal ☒ state county local
N-1555 June 1974

depository for survey records Delaware Dept. of Transportation; DE Bureau of Archae. & Hist. Preserv.

city, town Dover 137 state DE

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input checked="" type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input checked="" type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

Within the project right-of-way (see Figure 2), archaeological investigations were conducted on a grassy island between the paved apron of the gas station and the northbound lane of Route 7, on the Mill Road Connector. Several two foot by two foot test units were distributed within the impact zone, and some of these were subsequently connected by two foot wide trenches to provide stratigraphic cross sections. The northernmost test units exposed the remnants of the stone foundation of an outbuilding associated with the Hotel structure (see Plate 2), as well as small features. The old surface is contiguous with the present surface in this location, but the old surface dips below the present grade to the west and south of the foundation. On the west, the old surface descends toward the old road, which lies well below the present grade of the Mill Lane Connector. The old surfaces are intact in these areas, and are covered by fill which gets progressively deeper to the south forming a protective cover on the archaeological features and horizons. An additional foundation segment and small features were located below the fill on the south side of the lot, within the impact zone, and a large percentage of the archaeological context should be intact in this portion of the site. Spatial patterning of features and facilities should be retrievable, since there is no evidence that the intact surfaces have been plowed.

Trash disposal activities would be expected on the lower part of the lot, and sizeable artifact collections should be present to test the validity of the pattern of decorative and functional type distributions identified during the testing program. This site was subject to survey and testing procedures because proposed improvements to the Stanton Intersection would create adverse effects to any archaeological resources in this location. The lot was originally occupied by a large stone structure of late 18th or early 19th century construction, known as "the Old Stone Hotel" (Scharf 1888). The boundaries and (lettered) corners, shown on Figure 2, represent the boundaries of the property transferred from Solomon Hersey to John Narvel in 1888 (see Ownership History, attached). These boundaries are therefore the documented historical boundaries within which activities associated with the occupation and maintenance of the hotel could have taken place. On the upper (northern) part of the area within the site boundaries some disturbance has undoubtedly taken place in connection with the construction of later dwellings when the original lot was sub-divided, and, in particular, with the construction of the Alert Gas Station. Photographs of the demolition of the old stone house on the northwest corner of the block, provided by a local informant, suggest rather extensive disturbance in that location. The placement of underground gasoline storage tanks in that corner of the lot further suggests that significant archaeological remains will not be located there. This part of the lot is included in the site boundaries, however, because it is the original location of the hotel structure.

There is no reason to assume, however, that archaeological remains are not present in the remainder of the original hotel property, outside the project boundary. Extensive experience in urban archaeology suggests that a surprising amount of archaeological evidence may survive in areas subject to subsequent residential development, and until the remainder of the original hotel lot is subject to testing, it must be assumed that such remains are present. Areas outside the project boundary were not investigated in this study, because they were outside the Scope of Work.

8. Significance

Period	Areas of Significance—Check and justify below				
prehistoric	archeology-prehistoric	community planning	landscape architecture	religion	
1400-1499	x archeology-historic	conservation	law	science	
1500-1599	agriculture	economics	literature	sculpture	
1600-1699	architecture	education	military	social	
x 1700-1799	art	engineering	music	humanitarian	
x 1800-1899	commerce	exploration settlement	philosophy	theater	
x 1900-	communications	industry	politics government	x transportation	
		invention		other (specify)	

Specific dates

Builder/Architect

Statement of Significance (in one paragraph)

The Stanton Hotel Lot site is significant under criterion (d), specified by the Heritage Conservation and Recreation Service, in that it has yielded and is likely to yield information important in history. A brief discussion of the history of the Town of Stanton will provide the historic context in which to evaluate the site's significance. The town of Stanton is located at the base of the Fall Line, southwest of Wilmington, Delaware, between that city and the town of Newark. This location affected a number of aspects of Stanton's growth and development. Stanton is situated near the confluence of Red Clay and White Clay Creeks and the Christina River. The former tributaries served a number of mills which serviced the surrounding agricultural populations from the beginning of European settlement, and the Christina provided a transportation artery delivering their produce to nearby urban markets and abroad. The town was, therefore, in a location to serve as an economic focus for local agricultural production. To the southeast of Stanton lies the drainage of the Christina River which is quite marshy and wet, at least in part a product of progressive inundation by post-Pleistocene sea-level rise as well as siltation from upstream land clearance. To the north and northwest, the Piedmont hills rise, and they are strongly dissected by numerous creeks creating a locally rugged topography. Stanton lies on a relatively level strip of land above the marshes which contained only the major tributaries of the local drainages. As a result, Stanton became part of the corridor carrying road traffic from the urban centers of the northeast to and from Baltimore and the southern colonies during colonial times and to the national capital after the American Revolution. Because Stanton was situated favorably for both the local and the continental transportation net, it was a favorable economic position until modern transportation technologies obviated its advantageous topographic position. In particular automotive transport bypassed water routes and shortened travel time to larger nearby markets, and road construction technology allowed more direct routes for inter-regional travel.

In 1679, several farmers living near the junction of White Clay Creek and Red Clay Creek, at Bread and Cheese Island formed a partnership to build a mill on land owned by Charles Rumsey and John Watkins. Half interest in the mill was subsequently purchased by Cornelius and Richard Empson (Scharf 1888:923), and survey dated 1708 in the map collection at the Delaware Historical Society shows a two acre plot on the north side of Bread and Cheese Island designated "Corneilius Empson". A large undivided tract to the north, which includes the present location of the Town of Stanton, is designated "The Land of Abraham Man". The plan shows no roads or other development to indicate that the town was present at that time. In 1772, Stephen Stapler and Samuel Smith obtain a condemnation against the mill, which had passed into the hands of Cornelius Empson's daughters, Sarah and Elizabeth (Scharf 1888: 923-924). During the daughters' tenure, the mill had been used as a sawmill. Scharf asserts that Stanton was the oldest village in Mill Creek Hundred, and that it was originally known as "Cuckoldstown" (1888: 927). He cites a 1768 petition to the Levy Court for the construction of a road from Newark to Cuckoldstown (1888:922), and no earlier reference to the community was located in this research. It thus appears that, sometime between 1708 and 1768, the town originated at or near its present location. Colles' "A Survey of the Roads of the United States of America, 1789" shows a few structures at Stanton's location, on his map of the

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road from Philadelphia to Annapolis, Maryland, although he indicates no town name. Scharf also quotes from an 1802 "Traveler's Directory" which describes Stanton, on the route from Philadelphia to Baltimore, as "a place of little note" (Moore and Jones 1802; quoted in Scharf 1888:422). The same book does note the presence of many flour mills nearby. The map in this book indicates several more houses than appeared on the Colles' map, including structures at all four corners of what is obviously the intersection of Limestone Road and "The Newport Road" (the project area). The town appears named on all subsequent maps that include the project area. Weslager provides some additional details about the history of the town, noting that in 1833 "...the once thriving upstream villages -- Newport, Stanton, and Christiana -- were developing a pallor from being neglected by the shippers" as a result of the construction of the New Castle and Frenchtown Railroad (Weslager 1947:135). Stanton's local trade with nearby mills also suffered after the development of steam powered mills, which were not tied to the local watercourses (Weslager 1947:156). Finally, Scharf notes that Peter Springer obtained a license for a hotel at the town 1797, which was located in the stone house "now" (in 1888) owned by Solomon Hersey (Scharf 1888:930). The hotel that was in use in Scharf's time was apparently located across the street (to the north) from that location. The Post Office for Stanton was established in 1825 and some of the listed postmasters are also listed as proprietors of the old stone hotel, or the one operating in 1888. At that date, the town contained three churches, a school house, a hotel, three general stores, a millinery store and 400 inhabitants (Scharf 1888:927).

The number of nineteenth century hotel sites is small in comparison to other kinds of sites, and none have been investigated previously in Delaware. The test excavations revealed the presence of two outbuildings for the main hotel structure that are not otherwise specifically accounted for in maps or documentation. In addition to the foundation features, small pit features were identified, as well as undisturbed soil surfaces, indicating good potential for the recovery of significant archeological data. The general research potential of the Hotel Lot may be established with reference to some important developments in American History. The nineteenth century was a period of rapid growth and economic transformation in the nation. The economic constraints imposed by the colonial system were broken by the American Revolution and the different regions increased their communication and commerce with one another, for political, social, and economic reasons. The growth of industrialization created more specialized and localized units of production that became interdependent with each other. These factors contributed to the growth and importance of road networks. Hotels were important service facilities for the individuals who carried goods, services and messages within both the intra-regional and inter-regional exchange networks. Because of functional differences between these sites and others, distinctive patterns of spatial use and artifact inventory should be expected. Research conducted at Stanton should provide baseline identification and explication of these patterns for comparison with other contexts. Such data will be particularly valuable for the interpretation of otherwise undocumented sites, allowing the identification of sites of this type that would otherwise be uninterpretable. The data at the Hotel Lot are particularly significant because documented sites of this type are scarce, and none have been excavated previously in Delaware. Data on spatial and artifact patterning for sites of this type are likely to be scarce and unreliable in documentary records.

9. Major Bibliographical References

Scharf, J. Thomas
1888 History of Delaware, 1609-1888.
reprint, Kennikat Press

Thompson, Timothy A.
1984 Phase I and II Archeological
Investigations at the Stanton
Intersection, New Castle., DE
DelDOT Archeology Series 32, Dover, DE

10. Geographical Data

Acres of nominated property .96 ac.

Quadrangle name Newark East, Del.

Quadrangle scale 1:24,000

UTM References

A	Zone	Easting	Northing	B	Zone	Easting	Northing		
1 1 8	4 4 1 4	4 1 5 1 0	4 1 3 9 1 5 8 1 4 1 0	1 1 8	4 4 1 4	4 1 7 1 9	4 1 3 9 1 5 7 1 8 1 6		
C	1 1 8	4 4 1 5	5 1 5 1 3	4 1 3 9 1 5 8 1 2 1 3	D	1 1 8	4 4 1 4	5 1 4 1 2	4 1 3 9 1 5 8 1 4 1 4
E	1 1 8	4 4 1 4	5 1 1 1 1	4 1 3 9 1 5 8 1 3 1 0	F	1 1 8	4 4 1 4	4 1 9 1 4	4 1 3 9 1 5 8 1 6 1 3
G					H				

Verbal boundary description and justification

See continuation sheet

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Timothy A. Thompson, Staff Archeologist

organization Thunderbird Archeological Assoc.

date 2/25/84

street & number Rt. 1, Box 1375

telephone 703-635-3860

city or town Front Royal

state Virginia 22630

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

 national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title

date

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

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date

Chief of Registration

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Geographical Description	10	1
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The UTM position of point A, the northwest corner of the lot, was taken from the 1:24,000 Quadrangle Sheet Newark East, Del. to the nearest ten meters -- the maximum accuracy that could be obtained from that map. The remaining five corners were plotted on the site boundary plan to the nearest meter. They are really only as accurate as the plotting of point A, but the measurements are consistent with the scale of the site boundary plan (see Figure 2).

The site boundaries are defined as the metes and bounds of the lot transferred from Solomon Hersey to John H. Narvel in 1888 (Deed Book F14, page 479, New Castle County Property Records). This is assumed to be the property used for the hotel during the ownership of Joseph Springer, and previously (see attached ownership history). Portions of the lot taken for recent road construction have been deleted. Beginning at the northwest corner of the lot, at the southeast corner of the intersection of the Newport Turnpike and Mill Lane Connector (see attached boundary plan) the western boundary of the lot proceeds southerly along the eastern curb of the Mill Lane Connector. The southern boundary follows the northern curb line of the eastbound lanes of Route 4. The eastern boundary proceeds north from that curb line along the western curb line of Elm Street for c. 85', and then turns west, at right angles to the Elm Street curb line for c. 114'. The boundary then turns north, at right angles to the previous line, for c. 123', to the southern curb line of the Newport Turnpike (westbound lanes of Route 4). The northern boundary of the lot is formed by the southern curblane of the Newport Turnpike, from the last mentioned point to the beginning. It is likely that all of this lot was used for the purposes of the hotel, at least during the early part of the nineteenth century, although significant archeological remains will probably be more intensely distributed on the lower (southern) part of the lot.